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The SCRAMBLER



VOLUME 7, NUMBER 3

NOVEMBER, 1993

ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY.

MINUTES OF THE LAST MEETING:

The CHAPTER met in regular monthly meeting at the Shiloh Museum's Old General Store at 7:00 P.M. There were six guests present .

The minutes of the previous meeting were approved as published in the SCRAMBLER.

The report from officers, Ray Toler reported for Bob Oswald who is in play practice.

Vice-President/Program Chairman Don Kincy reported on programs for November and December, and the need for programs for 1994.

Treasurer Bill Ussery gave the financial report, and a copy is on file with the secretary's records. Bill read a letter from Bob Winn. Bill also reported on a print of a picture of the 844 Fast Mail that we have been sent by Mr. James Burke. A motion was made and seconded to purchase Mr. Burke's book "Iron Horse I and Iron Horse II", for the CHAPTER. The CHAPTER will also send Mr. Burke a Thank-you for the print. A motion was made and passed to have the print framed for display in the Old General Store.

Editor Dick Keegan announced his retirement as editor of the SCRAMBLER after the December Issue. The office of editor will be open as of that date.

Under Special Committees, The Nominating Committee will have a slate of officers ready for presentation by the November meeting. The Dinner Committee has tentative plans for the dinner to be at the Episcopal Church, December 9th, further plans will be in place by the November meeting.

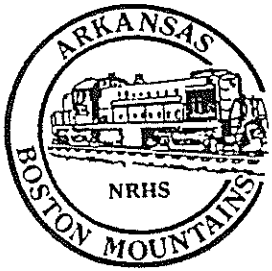
The meeting was adjourned and an interesting and informative program was presented by Charles Bickford, Staff Photographer of the "Morning News" of Springdale on Photography and Photo-journalism. Mr. Bickford had many interesting photos on display, both railroad and non-railroad subjects.

Ron Allen, Secretary

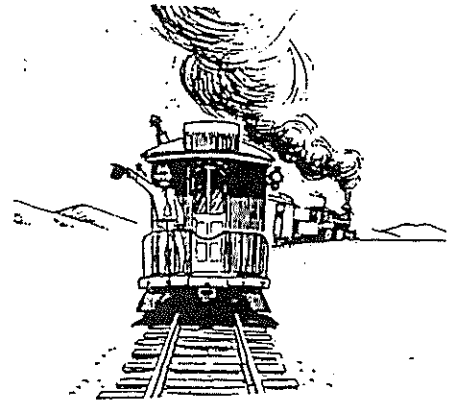
FROM THE EDITOR:

This is my penultimate issue of the SCRAMBLER. Preparing the last 39 issues has been most interesting. The work involved is rewarding in that the editor turns out a newsletter hopefully read by the members. It is hoped that another member of the chapter will volunteer to take over the job of editor. So far, Martin Post, Erv Lewis and myself are the only ones to undertake the job. Whoever (whomever) undertakes the job can rely on Ray Toler, Bob Oswald, Erv Lewis and other members of the chapter to assist in sending RR material to use in the SCRAMBLER. My sincere thanks to the afore mentioned members as well as Rick Miller, who has furnished a number of photos that have been used. The chapter does need a volunteer to keep the SCRAMBLER going, let us know at the November meeting. Thanks to the chapter for all the help I have received.

Dick Keegan



THE PRESIDENT'S OBSERVATION



Just like the passing of the steam era that we thought we would never see, we have confirmation from Dick that he will retire his Scrambler editorship at the end of the year, a position I believe he has filled admirably these past three plus years.

The nominating committee headed by Riley and Ted reported that they have been working industriously at gathering a group of nominees for the upcoming election at our Annual Christmas Dinner.

Speaking of that dinner we are looking at December ninth, the second Thursday in December. Ed Tolle is heading up that dinner. We look forward to seeing all our members and their guests there.

A special thanks to Charles Bickford for taking time from his busy schedule to address us. Hope to see him back again.

As Bill mentioned in passing along the letter from Bob Winn, I would also like to thank Bob for the contributions he has made to the chapter in so many ways. I hope to get by and see him sometime.

Look forward to John Lee's video at the November meeting as well as all of your smiling faces.

Your President George Alison

Try to Get Back on Track Before It's Too Late

By Lewis Grizzard

Tulsa World 7-15-83

ABOARD THE COAST STARLIGHT — What surprises me is that during all this congressional fighting regarding Bill Clinton's budget, there hasn't been a large surge against Amtrak.

Before each budget is passed, at least a few members of Congress usually scream about the government "operating a stagecoach system in the jet age" and want to cut off Amtrak's funds.

Amtrak is an easy target. Not many people depend on passenger trains anymore, especially outside the Washington-New York-Boston corridor.

And members of Congress have those big expense accounts anyway so they can fly, and the president has his own jet.

But some of us still enjoy a train ride occasionally, and I had the occasion to ride this train, the Coast Starlight, between Seattle and Oakland.

The idea was to sit on the toilet seat and then use the little hose on the wall to shower. It was like trying to take a shower in a bud vase. Bending over was out of the question. I concentrated on my underarms.

I had a cheeseburger for lunch. A lady sitting across from me, who said she was a college professor, ordered a chicken concoction with sauce on it that she didn't like. When you're on a train or in a place where there's a cop acting as a maitre d', keep it simple and always order the cheeseburger.

I passed on the fish and had a fairly good steak for dinner. I had scrambled eggs for breakfast as we arrived in Oakland.

The scenery on the train was stunning. We ran over a spotted owl in Washington, but it was an accident.

The Cascade mountains of Oregon took my breath away. There were lakes with old men and boys fishing, and nearly all looked up long enough to

I wanted to see what Washington and Oregon looked like. I had seen them from 35,000 feet, but the world looks a lot alike from that distance. I've flown over Moscow and Montgomery, Ala., for instance. It would be hard to tell the difference from 35,000 feet, believe it or not.

I booked a bedroom for the 24-hour trip. The bed was comfortable. I had a bathroom. There was even a shower in it. There was a large window and when we stopped at Portland, a machine washed it so I could see the scenery better.

At the station in Seattle they made an announcement for passengers to watch our personal belongings because pickpockets had been lurking there.

I'm certain pickpockets also lurk in airports, and I thought it was nice for Amtrak to warn us. I put my wallet in my front pocket and sat on my bag. Nobody got either one of them.

A word about the shower in my room on the train:

wave to the train. A wise man once said, "As long as there are trains, there will be old men and boys to wave at them."

I saw huge waterfalls and beautiful rivers and I looked out the window for so long I developed a pain in my neck. There was no chiropractor on the train.

Except for those short corridors between major cities, they will do away with passenger trains in this country one day, I predict, and you've got to wonder why the government is running a railroad in the first place. Especially our government.

That was one of the reasons I did this. To sit by a train window and watch two lovely states go by is a marvelous thing more people should do before it's too late.

And if you can't book a room with a shower, you can get a wet rag and some soap. On a train, you actually can get more washed that way.

Richard Allin



Wrong time to make cuts

It's hard to believe. Amtrak announces that it is cutting back our train — the Eagle — to three days a week.

I thought that battle was won. The Clinton administration is supposed to be pro-train. Mack McLarty hates to fly.

And, all around us, private concerns are making plans to build high-speed railroad networks to connect the major cities.

Amtrak is testing another high-speed electric train to service the Northeast Corridor.

THE SUPREME IRONY of this is that Amtrak managed to grow during the Reagan administration, which had vowed to cut its funding altogether, with the view of killing it.

Then it succeeded in expanding national service and putting Little Rock's train on a daily schedule, despite the total apathy of the Bush administration. All of this happened under the brilliant leadership of Amtrak's W. Graham Claytor Jr., who took over Amtrak after an equally brilliant career as president of Southern Railways.

But now, we note with some bitter irony, during the new Democratic administration of President Clinton, rail service is about to be cut back.

I know the arguments about the national debt and deficit. Amtrak doesn't quite pay its own way yet. But under Claytor's leadership, it has made constant progress in approaching that day when it will be independent of government funding. So now is not the time to cut it back.

THE PASSENGER TRAIN is in our future. It is a critically needed service to move masses of our population around efficiently. It is a service that needs to be continually under expansion.

Driver dodges gates at rail crossing, dies

The Associated Press

TEXARKANA — Police say a Miller County man died when a train struck his pickup Tuesday after he tried to drive around crossing gates at a railroad crossing.

Police identified the man as Earl Sterling, 64, of Genoa.

State police said the train's horns and the crossing signals were working.

No one on the train was injured.

Rescue workers used the jaws of life to remove Sterling from his truck.

Doctors pronounced him dead at St. Michael Hospital of Texarkana.

A-D-G 10/20-90

But under the current administration, more than a score of ticket offices around the nation are to be closed. Fortunately, Little Rock's has made the cut and will continue to exist. But we still need to be concerned about its existence.

The Eagles (Trains No. 21 and 22) through Little Rock connect the major American cities of Chicago, St. Louis, Dallas-Fort Worth, San Antonio, Albuquerque, Tucson and Los Angeles. Yes, you can get on the train in Little Rock and get off in Los Angeles. If you want sleeping car space, you must make reservations weeks — sometimes months — in advance.

Cutting Amtrak's passenger train service at this time is shortsighted in the extreme. If we were a nation on the verge of a revolutionary way of moving people, it could be understood. But the new way to move people is rail. The airways are choked with airplanes. Individual auto travel on highways is a monstrously inefficient way to move masses of people.

So, where is the logic in cutting back rail service when it is supposed to be growing?

Maybe if we cut our national sojourns in Somalia and Haiti back by two or three days we could provide Amtrak with the funding it needs.

ALWAYS OPTIMISTIC, we like to think that there will be a last-minute reprieve. Alas, Graham Claytor, now in his 80s, is retiring after an incredible career of miracle working. President Clinton must appoint a new president for Amtrak, and we hope for the best.

We would hate to think that immediately upon taking office, Amtrak's new president would be faced with drastic cutbacks, including the train that runs through Hope, the president's hometown.

But, while we are at it, maybe that bit of embarrassment could be relieved as well. While the Eagles go through Hope, they do not stop in Hope. Hope's nearest stops are Texarkana and Arkadelphia.

Let's cut spending where it's necessary, fellows. But let's be sensible.

Biker loses race with train, is killed

The Associated Press

MORRILTON — A bicyclist was killed when he tried to outrun a train, Arkansas State Police reported.

Charles W. Bartlett, 33, of Morrilton "tried to beat the train at a crossing" Wednesday night in Morrilton, the police reported. D.R. Owen of North Little Rock, the engineer of the Missouri Pacific train, was not injured.

Bartlett's body was taken to Bob Neal Funeral Home.

A noble experiment But a waste of money

John R. Starr



In an effort to close a \$30 million gap between operating costs and anticipated revenues, Amtrak plans to cut service on the "Texas Eagle," which runs through Arkansas on its way from Chicago to Dallas, from once a day to three times a week.

Quite naturally, Arkansans, led by Sen. David Pryor, have set up a howl. Cut somebody else's service, not ours, they say. Don't bet that Pryor *et al.* won't win. The same cry will come from short-sighted politicians and special interests anywhere Amtrak tries to cut service, and they probably will win, too.

The main reason we can't cut the cost of government is that nobody wants government to give up what government is doing for him.

Amtrak's shortfall resulted from its failure to get the \$381 million in government subsidies it requested for the fiscal year that began Oct. 1. It got only \$351 million.

Amtrak is a noble experiment to keep passenger rail service in a country that doesn't seem to want it. It's hard to see how the government justifies a subsidy of one-third of a billion dollars at a time when taxes are being increased in the name of reducing the deficit.

Passenger train service should be continued only on those routes that pay for themselves. *Ark. Dem.-Gazette*

Gaye Bland

Special to the Morning News

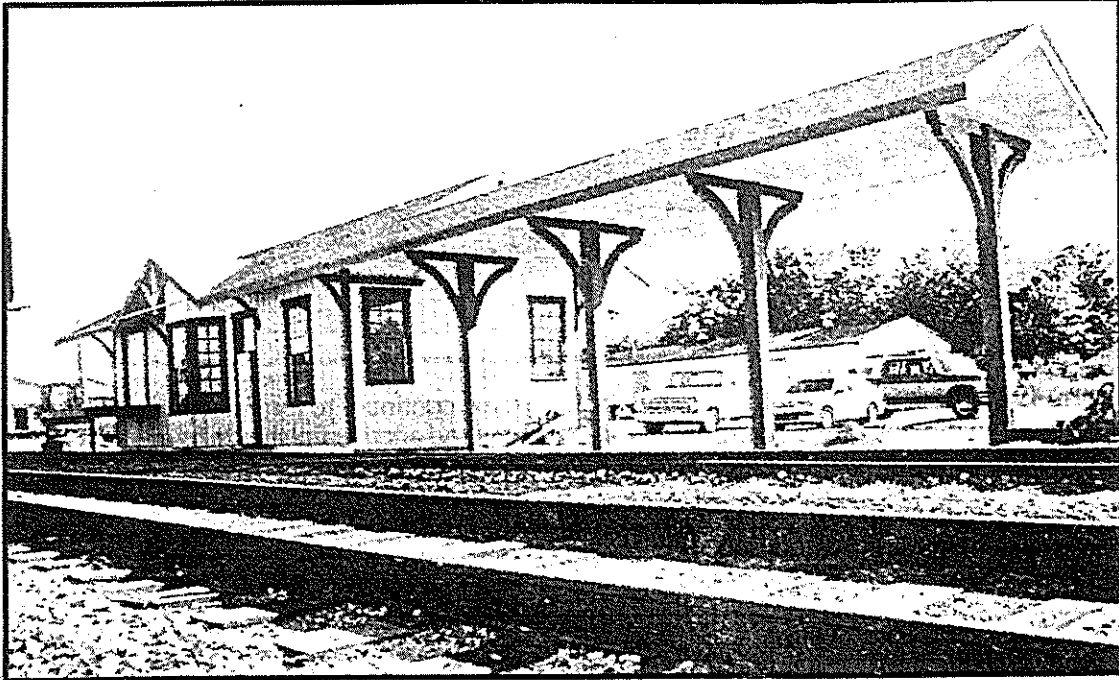
The Rogers Historical Museum's "Images of History" project is nearing completion. The program is funded in part by a grant from the Historical Resources and Museum Services section of Arkansas State Parks, Department of Parks and Tourism. The purpose of this year-long project was creation of a research library of reproductions of the approximately 4,000 images in the Museum's photograph collection.

This research library, organized by topic, will make images from the Museum's collection more readily available to the public and to Museum staff who need photographs for exhibits and educational programs. The library will also help preserve the Museum's photograph collection by limiting handling of the originals. Creation of such a collection of reproductions was one of the recommendations made by the Museum Assessment Program II consultant who reviewed the Museum's collection practices in 1989.

While many of the Museum's regular volunteers have been helping with this project, two in particular have devoted the most time to this effort. Sam Higdon, president of the Ozark Camera Club, has volunteered his time and expertise by copying the Museum's photographs. Sherry Line has been keeping the necessary records of photographs.

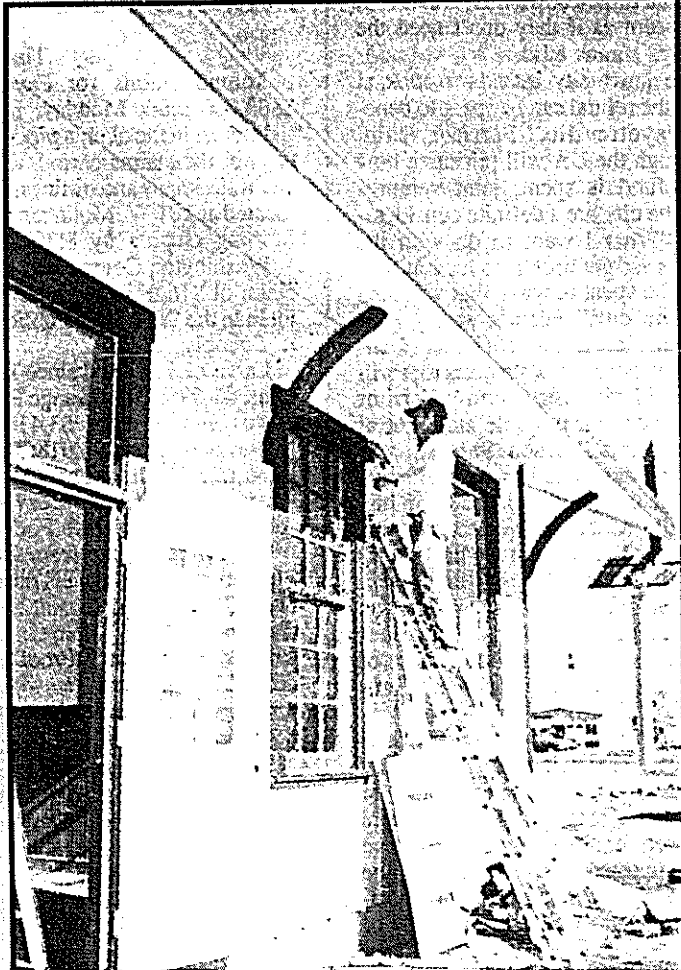
The Rogers Historical Museum's

Throwback to Earlier Era



Charles Bickford, The Morning News

The Arkansas and Missouri Railroad is putting the finishing touches on the passenger depot at Emma Avenue in Springdale, where Rex Husted (right) worked on the project Monday. The depot, designed to appear as small-town train stations did several decades ago, will open in October and will serve as a place for ticket sales and a waiting room for passengers making the tourist excursion trips to Van Buren. A grand opening ceremony is planned for early spring. The railroad used photos of old depots on file at the Shiloh Museum for ideas on how to design the building. Ozark Sash and Door Co. made the wooden windows to conform to the old style. Norman Barker is the general contractor for the building.



Trains sit for hour to let time get back on track

BY SHAREESE HAROLD
Democrat-Gazette Staff Writer

About 15,000 Amtrak passengers were sitting still for an hour this morning as trains stopped rolling to "let time catch up."

As happens every October with the end of daylight-saving time, Amtrak trains were stopping for an hour to avoid early arrivals. Nationwide, 46 trains were stopping at the nearest station on their routes between 2 a.m. — when clocks were turned back — and 3 a.m.

Why not just arrive early? Because the time change could create problems for trains running on a single track. For instance, a train leaving at 1 a.m. standard time might meet a train that was still en route under a daylight-saving time schedule.

Of course, Amtrak's concern for not being early won't come as a surprise to some passengers. The Association of Ameri-

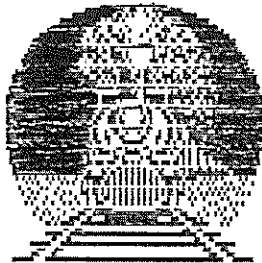
can Railroads said that more than a fourth of Amtrak's trains arrived late last year.

"But on this night every year, trains are running ahead of schedule so they stop to let time catch up," said Bill Pollard, president of the Arkansas Association of Railroad Passengers.

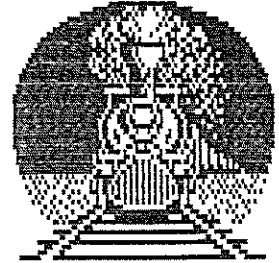
Ark. Demo.-Gazette

The Morning News

 * ART DAEHLER *
 * The officers and members of the Arkansas-Boston Mountains Chap- *
 * ter, NRHS, express their deep sympathy to the family of our mem- *
 * ber, A. A. "Art" Daehler of Witter, Arkansas. Art passed away on *
 * October 28th. *



December 1993



SUN MON TUE WED THU FRI SAT

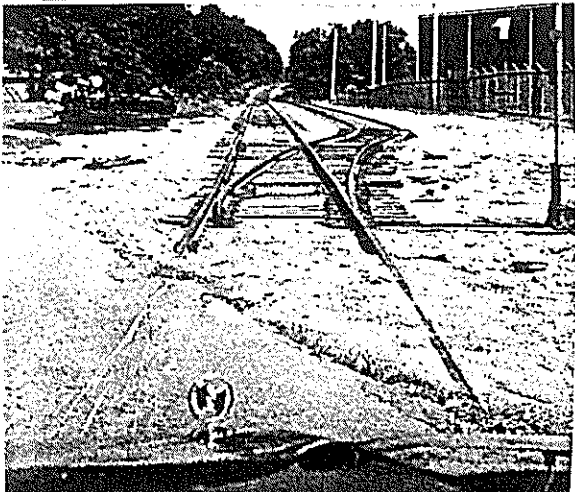
			1 1st train into Wel- don, NC. on what became Seaboard Air Line. (1836).	2	3	4
5 27 dead in RDG wreck at Woodmont PA. (1921).	6	7 First RR in New Mexico; AT&F at Raton. (1878).	8	9 "The Pac- fic," 1st loco west of Mississippi R. at St. Louis. (1852). ADMT DINNER	10	11
12	13 CPRR entered Nevada near Crystal Peak. (1867).	14	15	16	17 1st Ry in Ireland: Dublin - Kingstown. (1834).	18
19	20	21 Georgia Railroad chartered. (1833).	22	23	24	25 First regular- steam powered train in Ame- rica. (1830) MERRY CHRISTMAS
26	27	28	29 1st direct rail ser- vice between Boston & New York City. (1840).	30	31	

The "Best Friend of Charleston" was the first full sized steam locomotive built in America — by the West Point Foundry (NY) for the South Carolina Railroad. On Christ- mas Day, 1830, it began scheduled passenger service out of Charleston, S.C., the first such in America powered by steam. Only 6 months later the boiler ex- ploded, killing the fireman. A new boiler was added to the frame & wheels and the second engine christened, appropriately, the "Phoenix." The Southern Railway built an operating replica of "Best Friend" in 1928. At the time SCRR reached Hamburg, SC, 131 miles, on Oct. 3, 1833, it was the longest railroad in the world. R.C.O.

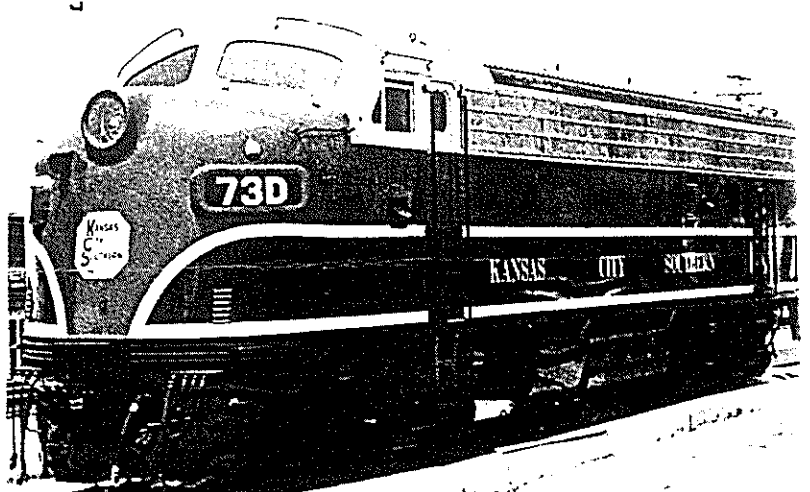
IT'S THE LAW

It is a Texas law that when two trains meet at a railroad crossing, each shall come to a full stop, and neither shall proceed until the other has gone.

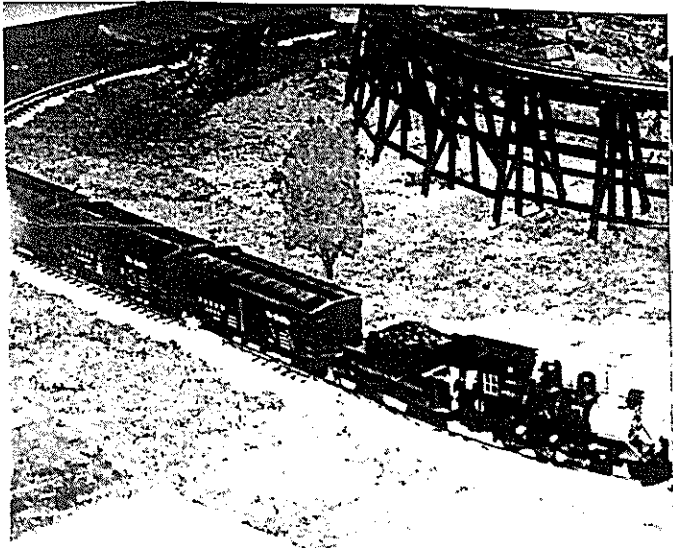
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B & P Bentonville, after the RGK run-around track was inst, but before the 8th St. crossing was rebuilt.



DECATUR #3 A unit was originally numbered 731. see last Scrambler (or 2)



Little Trains of the Ozarks - Eureka Spps. What mess? This is SCRAMBLER preparation.

MEETINGS: . . . Third Thursday each month. .except December, annual dinner meeting.
 PLACE: . . . Shiloh Museum's General Store Building, Springdale, AR. Time 7:00 p.m.
 VISITORS WELCOME AT ALL MEETINGS.

DUES: ABMT Chapter-\$13.00, National NRHS-\$13.00 or \$26.00 annually, family \$28.00.

ARKANSAS BOSTON MOUNTAINS CHAPTER
 NATIONAL RAILWAY Historical Society
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